

1 RULES

- 1.1 The event will be governed by:
 - a) The 'rules' as defined in the Racing Rules of Sailing (RRS), including Appendix C.
 - b) The rules for Handling Boats, Addendum C herein, which also applies to any practice sailing. Class rules will not apply.
 - c) [The US Sailing Regulations](#), governing all US Sailing Championship and Qualifying events.
 - d) [US Sailing Championship Conditions](#)
 - e) [US Match Racing Championship Conditions](#)
- 1.2 All competitors shall wear a PFD while on the water, other than for brief periods while adding or removing clothing. This changes RRS 40 and the preamble to Part 4.
- 1.3 Add to RRS 41: (e) help to recover from the water and return on board a crew member, provided they return on board is at the approximate location of the recovery.
- 1.4 When a boat in a match fails to sail the course in accordance with RRS 28.1, she will be disqualified without a hearing and scored zero points unless both boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course in accordance with RRS 28.1. This changes RRS 28, 35, 63.1, 90.3(a) and A5.
- 1.5 Errors or omissions by the race committee (RC) will not be grounds for redress by a competitor. In the event of an error or omission, the Match or Chief Umpire may notify the RC of the incident and request postponement or abandonment. This changes RRS 62.1(a).
- 1.6 Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise while she is racing or in the finish area, shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.
- 1.7 If the trailing boat has an outstanding penalty and the leading boat finishes, the umpires may signal that the penalty is cancelled. This changes RRS C7.2(d).
- 1.8 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.
- 1.9 Add the following sentence to C10.2: When a competitor withdraws from an event pursuant to the US Sailing Code of Conduct [voluntarily or by reason of being excluded by a protest committee], that competitor's team shall be removed from the final event scores and each team with a worse finishing place in the event shall be moved up one place.

2 ENTRIES and ELIGIBILITY

- 2.1 Only skippers invited by the OA are eligible for the event. The skippers invited are listed in SI Addendum A.
- 2.2 To remain eligible, the entire crew shall complete registration, pay any entry fee and deposit USD \$1500 for damage, and complete crew weighing during one of the following times, Friday, May 18 from 1200 to 1700, and Saturday, May 19 from 0800 to 0900, unless extended by the OA.
- 2.3 The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 2.4 Each skipper is responsible for damage or loss to their boats unless responsibility is otherwise assigned by the umpires or protest committee (PC). Damage that occurs during practice will be divided equally among boats involved. This will not be grounds for protest or redress by any boat. This changes RRS 62.
- 2.5 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.6 When a registered skipper is unable to continue in the event, the OA may authorize an original crewmember to substitute.
- 2.7 When a registered crew member is unable to continue in the event, the OA may authorize a substitute, a temporary substitute or other adjustment.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official regatta notice board located in the hallway adjacent to the side (Regatta) entrance of the St. Francis YC.
- 3.2 Signals made ashore will be displayed from the flagpole located on the St. Francis YC Race Deck.
- 3.3 Skippers shall attend the first briefing which will be held on May 19 at 0900 in the StFYC Chart Room, unless excused by the OA.
- 3.4 Skippers shall attend the first meeting with umpires immediately following the first briefing.
- 3.5 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in the Race Signal AP.

- 3.6 The RC may make VHF radio broadcasts on Channel 69. In emergencies, to report damage, or in response to a request from the RC, competitors may contact the RC on this VHF channel. All teams are requested monitor channel 69 between stages as the RC may broadcast pairing information for the next stage. Failure to receive these broadcasts will not be grounds for redress. The umpires may also provide this pairing information to the competitors verbally.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the sailing instructions made ashore will be posted by at least 0900 and will be signed by the RC and the PC representatives, except changes to the competitors' briefing time which will be posted by 1900 on the day before the change occurs.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the racecourse.
- 4.3 Amendments made afloat will be signaled by the display of flag 3rd substitute with three (3) sound signals. An umpire may communicate these either verbally or in writing.

5 BOATS AND SAILS

- 5.1 The event will be sailed in J/22 type boats supplied by the OA.
- 5.2 The sail combination to be used will be signaled from the RC boat with or before the attention signal. The signals shall have the following meanings:

Signal	Sail Combination to be used
No signal	Mainsail, Jib, Spinnaker
Code Flag V	Mainsail, Jib (no spinnaker)

- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.4 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.5 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.
- 5.6 The OA or RC may require rotation of sails for any reason. Rotation of sails by the OA or RC shall NOT be grounds for redress by a competitor. This changes RRS 62.1(a).

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by bow numbers.
- 6.2 Boats will be allocated by the OA for the stage in accordance with a predetermined draw.
- 6.3 Boats will be exchanged in accordance with the pairing list and race schedule. See SI Addendum B.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be four (4). A crew list shall be named at event registration and all registered crew shall sail all races.
- 7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 350 kg (771.6 lbs.), determined at the time of registration or such other times as required by the RC.
- 7.3 All registered crew shall sail all matches unless permission for change is given under SI 2.6 or 2.7.

8 EVENT FORMAT AND STARTING SCHEDULES

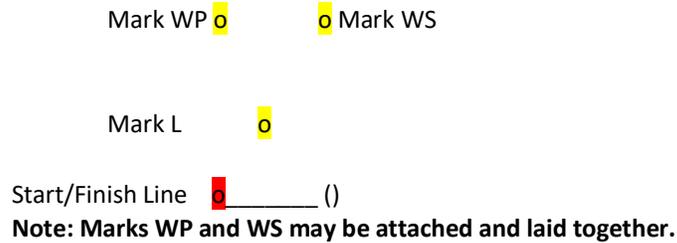
- 8.1 The event format and match pairing lists are detailed in SI Addendum A and B.
- 8.2 Racing days are May 19 and May 20, 2018.
- 8.3 The intended time of the first attention signal each day is 1023.
- 8.4 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.5 No warning signal will be given after 1700 on Sunday, May 20.
- 8.6 The number of matches to be sailed will be determined by the RC.
- 8.7 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start.
- 8.8 The RC may change the format, terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favor of later stages.

9 RACING AREA

The intended racing area will be on the City Front, adjacent to the St Francis YC. The RC may change the intended racing area.

10 COURSE

10.1 Course Configuration (not to scale):



10.2 Course Signals and Course to be Sailed

Course signals representing the course to be sailed will be displayed of the RC signal boat at or before the warning signal.

Course Signal Green	Starboard Course
Green	Start - WP - WS - L - WP - WS - Finish
Green + S	Start - WP - WS – Finish

If Green Flag is displayed, Marks WP and WS shall be rounded to starboard.

Course Signal Red	Port Course
Red	Start - WS - WP - L - WS - WP - Finish
Red + S	Start - WS - WP - Finish

If Red Flag is displayed, Marks WS and WP shall be rounded to port.

Mark L will always be rounded to starboard. Marks WP and WS may be attached and laid together.

10.3 Description of Marks

- The RC boat will be a St Francis YC RC boat displaying an orange start line flag.
- WP, WS, and L will be yellow inflatable marks.
- Replacement mark W (see SI 13) will be a red inflatable mark.
- The starting/finishing line mark will be an orange spherical buoy.

10.4 Starting/Finishing Line

The starting/finishing line will be a straight line between the staff with an orange flag on the RC boat and the course side of the starting mark.

10.5 Abandonment and Shortening

- RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
- Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.

10.6 Commercial Vessels

Boats shall not impede the passage of commercial vessels and shall comply with the USCG International Inland Navigation Rules.

11 BREAKDOWN and TIME FOR REPAIRS

11.1 Before the attention signal of a flight or within two (2) minutes of finishing or within five (5) minutes of changing into a new boat, whichever is later, a boat may display flag L to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the RC boat and remain there, unless otherwise directed.

11.2 The time allowed for repairs shall be at the discretion of the RC.

11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.

11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

12 STARTING PROCEDURE

12.1 Match warning signals will be numeral pennants indicating the match number to be started.

12.2 The flight number will be displayed on the RC signal boat with numeral plaques.

12.3 The attention signal will be displayed seven (7) minutes before the first starting signal in each flight. This changes RRS C3.1.

13 CHANGE OF POSITION OF THE WINDWARD MARK

13.1 Changes to the course will be made by setting a single red replacement mark W.

- 13.2 Subsequent changes in the same race will revert to a single original mark.
- 13.3 Change of Course Signals (amends RRS 33 and Race Signals)
- a) Flag C and a board means: 'The windward mark has been moved. Sail to a red mark located at a magnetic compass bearing displayed on the board, or to the original yellow mark if it is a subsequent change.'
 - b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant(s) displayed with the C flag.
- 13.4 Signaling vessels
- a) When a change of course is signaled for the first leg, it will be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
 - b) When a change of course is signaled after the first leg it will be displayed from a boat in the vicinity of mark L.

14 TIME LIMIT

A boat that does not finish within five (5) minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

15 COACH BOATS

- 15.1 There will be on the water coaching provided by the OA.
- 15.2 Coaches will limit coaching to teams while they are not racing, in between flights.
- 15.3 Coaches will make best efforts to not interfere with the racing or event organization.

16 MEDIA, IMAGES AND SOUND

The OA have the right to use any images and sound recorded during the event free of any charge.

17 PRIZES

Prizes will be awarded to the top two (2) teams.

18 CODE OF CONDUCT

- 18.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- 18.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C and D.
- 18.3 The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire-initiated penalty under RRS C5.2 or C5.3:
- a) Excessive attempts to verbally coerce, coach or influence umpire decisions;
 - b) Repetitive or ongoing objection to an umpire decision (verbal or otherwise);
 - c) Abuse of umpires before or after a decision (See also Call M4).
- 18.4 Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.
- 18.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

19 DISCLAIMER

All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

SI ADDENDUM A - ELIGIBLE SKIPPERS

	Skipper	WORLD SAILING OPEN RANKINGS
A	Nicole BREault	100
B	Chris NESBITT	121
C	Jeffrey PETERSEN	244
D	Domenic BOVE	--
E	Donal RYAN	--
F	Jacob HIEW	--
G	Mats KELDSEN	--
H	Simon BOEGER	--

SI ADDENDUM B – EVENT FORMAT AND SCHEDULE OF RACES

EVENT FORMAT

First Stage – Single Round Robin. All skippers will sail a single round robin.

Boat #	Skipper
3	Nicole BREault
9	Chris NESBITT
7	Jeffrey PETERSEN
5	Domenic BOVE
1	Donal RYAN
4	Jacob HIEW
8	Mats KELDSEN
2	Simon BOEGER

SI ADDENDUM B - PAIRING SHEETS

Will be handed out at the competitors' meeting

SI ADDENDUM B – EVENT FORMAT AND SCHEDULE OF RACES (CONTINUED)

SCHEDULE OF RACES

Will be handed out at the competitors' meeting

SI ADDENDUM C - HANDLING BOATS

1 GENERAL

While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.

2 PROHIBITED ITEMS and ACTIONS

Except in an emergency or to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited.

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having signed the Damage Authorization Form or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Attaching lines to the fabric of spinnakers.
- 2.10 Perforating sails, even to attach tell tales.
- 2.11 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.12 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.13 Using a winch to adjust the mainsheet, backstay or vang.
- 2.14 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.15 The use of electronic instruments other than compass and watches.
- 2.16 Using the spinnaker pole to wing out the foresail.
- 2.17 Marking directly on the hull or deck with permanent ink.
- 2.18 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet, traveller and vang.
- 2.19 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard.
- 2.20 A breach of SI C 2.18 or 2.19 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

3 PERMITTED ITEMS and ACTIONS

3.1 The following are permitted.

Taking on board the following equipment:

- (a) basic hand tools;
- (b) adhesive tape;
- (c) line (elastic or otherwise of 4 mm diameter or less);
- (d) pencils;
- (e) tell-tale material;
- (f) watch, timers and hand held compass;
- (g) shackles and clevis pins;
- (h) Velcro tape; and
- (i) Spare flags;
- (j) PFDs

3.2 Using the items in 3.1 to:

- (a) prevent fouling of lines, sails and sheets
- (b) attach tell tales
- (c) prevent sails being damaged or falling overboard
- (d) mark control settings
- (e) make minor repairs and permitted adjustments
- (f) make signals as per Appendix C6
- (g) personal safety

3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.

3.4 Changing the number of mainsheet purchases.

4 MANDATORY ITEMS and ACTIONS

- 4.1 The following are mandatory:
 - (a) The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded.
 - (b) Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.
- 4.2 At the end of each sailing day:
 - (a) rolling, bagging and placement of the sails as directed;
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day; and
 - (c) releasing backstay tension, provided that the slightly tensioned backstay adjustment lines will be used to secure the tiller.
- 4.3 At the end of each day, cleaning the boat (cabin and decks), removing all trash and removing all marks and tape, except tape applied to turnbuckles and for chafe protection.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items 4.2 and 4.3 will be considered as damage.

SI ADDENDUM D – EQUIPMENT LIST

The following non-fixed items, provided on the boats, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the damage report.

SAILS and SAILING EQUIPMENT

- Mainsail and set of battens
- Jib
- Spinnaker
- One winch handle
- One spinnaker pole
- Two spinnaker sheets
- Two headsail sheets
- Tiller extension
- Jib cars
- Competitor flag set

SAFETY GEAR

- First aid kit
- Bucket and sponge
- Flares
- Type IV throwable PFD
- Four adult PFDs
- Bilge pump
- Paddle
- Tow line
- Anchor with chain and line
- VHF Radio

MOORING LINES and FENDERS

- Three mooring lines
- Two fenders

SI ADDENDUM E

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels.

Level	Extent	Effect
Level A Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work
Level B Damage	Affects the value and/or general appearance of the boat	Boat damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C Major Damage	The normal operation of the boat is compromised, and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty.

If a competitor requests a hearing after a points penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.